

Report Date: 14 Apr 2014

**Summary Report for Individual Task
551-88K-4721
Develop a Voyage Plan Onboard a Vessel
Status: Approved**

DISTRIBUTION RESTRICTION: Approved for public release; distribution is unlimited.

DESTRUCTION NOTICE: None

Condition: As a Small Tug Vessel Master, First Mate or Boatswain aboard various types of Army watercraft in an Operational Environment (OE), you will be required to prepare a voyage plan prior to getting underway and enforce the essential importance for safety of life at sea, safety of navigation and protection of the marine environment: Given a chart DMA catalogs, the necessary navigational instruments and the vessel library. Some iterations of this task should be performed in MOPP 4.

Standard: You must prepare a voyage plan prior to leaving port as required by AR 56-9 and IAW Maritime International Organization (IMO) and policies.

Special Condition: None

Safety Level: Low

MOPP: Sometimes

Task Statements

Cue: None

DANGER

None

WARNING

None

CAUTION

None

Remarks: None

Notes: None

Performance Steps

1. Appraise all informations relevant to the contemplated voyage. The following items should be taken into account:

a. Condition and state of the vessel, its stability, and its equipment; any operational limitations; its permissible draught at sea in fairways and in ports; its manoeuvring data, including any restrictions.

b. Special characteristics of the cargo (especially if hazardous).

c. Provision of a competent and well-rested crew to undertake the voyage or passage.

d. Requirements for up-to-date certificates and documents concerning the vessel, its equipment, crew, passengers or cargo.

e. appropriate scale, accurate and up-to-date charts to be used for the intended voyage or passage, as well as any relevant permanent or temporary notices to mariners and existing radio navigational warnings.

f. Accurate and up-to-date sailing directions, lists of lights and lists of radio aids to navigation; and any relevant up-to-date additional information, including:

(1) Mariners' routing guides and passage planning charts, published by competent authorities.

(2) Current and tidal atlases and tide tables.

(3) Climatological, hydrographical, and oceanographic data as well as other appropriate meteorological information.

(4) Availability of services for weather routing (such as that contained in Volume D of the World Meteorological Organization's Publication No. 9).

(5) Existing ships' routing and reporting systems, vessel traffic services, and marine environmental protection measures.

(6) Volume of traffic likely to be encountered throughout the voyage or passage.

(7) Available port information, including information pertaining to the availability of shore-based emergency response arrangements and equipment.

(8) Any additional items pertinent to the type of the vessel or its cargo, the particular areas the vessel will traverse, and the type of voyage or passage to be undertaken

Note: On the basis of the above information, an overall appraisal of the intended voyage or passage should be made. This appraisal should provide a clear indication of all areas of danger; those areas where it will be possible to navigate safely, including any existing routing or reporting systems and vessel traffic services; and any areas where marine environmental protection considerations apply.

2. Plan on the basis of the fullest possible appraisal, a detailed voyage or passage plan from berth to berth, including those areas where the services will be used. To includes:

a. Intended route or track of the voyage or passage on appropriate scale charts.

b. Main elements to ensure safety of life at sea, safety and efficiency of navigation, and protection of the marine environment during the intended voyage or passage; such elements should include, but not be limited to:

c. Safe speed, having regard to the proximity of navigational hazards along the intended route or track, the manoeuvring characteristics of the vessel and its draught in relation to the available water depth.

d. Necessary speed alterations en route, e.g., where there may be limitations because of night passage, tidal restrictions, or allowance for the increase of draught due to squat and heel effect when turning;

e. Course alteration points, taking into account the vessel's turning circle at the planned speed and any expected effect of tidal streams and currents.

f. The method and frequency of position fixing, including primary and secondary options, and the indication of areas where accuracy of position fixing is critical and where maximum reliability must be obtained.

g. Use of ships' routing and reporting systems and vessel traffic services;

h. Considerations relating to the protection of the marine environment.

i. Contingency plans for alternative action to place the vessel in deep water or proceed to a port of refuge or safe anchorage in the event of any emergency necessitating abandonment of the plan, taking into account existing shore-based emergency response arrangements and equipment and the nature of the cargo and of the emergency itself.

Note: Each voyage or passage plan as well as the details of the plan, should be approved by the ships' master prior to the commencement of the voyage or passage.

3. Execute the finalized voyage or passage plan, as soon as time of departure and estimated time of arrival can be determined with reasonable accuracy, the voyage or passage should be executed in accordance with the plan or any changes made there to.

a. Factors which should be taken into account when executing the plan, or deciding on any departure therefrom include:

(1) The reliability and condition of the vessel's navigational equipment

(2) Estimated times of arrival at critical points for tide heights and flow

(3) Meteorological conditions, (particularly in areas known to be affected by frequent periods of low visibility) as well as weather routing information.

(4) Daytime versus night-time passing of danger points, and any effect this may have on position fixing accuracy.

(5) Traffic conditions, especially at navigational focal points.

Note: It is important for the master to consider whether any particular circumstance, such as the forecast of restricted visibility in an area where position fixing by visual means at a critical point is an essential feature of the voyage or passage plan, introduces an unacceptable hazard to the safe conduct of the passage; and thus whether that section of the passage should be attempted under the conditions prevailing or likely to prevail. The master should also consider at which specific points of the voyage or passage there may be a need to utilize additional deck or engine room personnel.

b. Consider whether any particular circumstance, such as the forecast of restricted visibility in an area where position fixing by visual means at a critical point is an essential feature of the voyage or passage plan, introduces an unacceptable hazard to the safe conduct of the passage; and thus whether that section of the passage should be attempted under the conditions prevailing or likely to prevail.

4. Monitor the plan and ensure the plan is available at all times on the bridge to allow officers of the navigational watch immediate access and reference to the details of the plan.

5. Monitor the progress of the vessel in accordance with the voyage and passage plan. Any changes made to the plan should be made consistent with these Guidelines and clearly marked and recorded.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the soldier GO if all steps are passed (P). Score the soldier NO-GO if any steps is failed (F), if the soldier fails any step, show what was done wrong and how to do it correctly.

Evaluation Preparation: Ensure that all information, references and equipment required to perform the task are available. Use the FM and the evaluation guide to score the soldier's performance. Brief the soldier. Tell the soldier what he is required to do IAW the task conditions and standards.

Test this task in conjunction with Basic Navigation assessment. Ensure Soldier understands why this task is important to the overall safe navigation of the vessel.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Appraised all information relevant to the contemplated voyage.			
2. Planned on the basis of the fullest possible appraisal, a detailed voyage or passage plan from berth to berth, including those areas where the services will be used.			
3. Finalized and execute the voyage or passage plan, as soon as time of departure and estimated time of arrival can be determined with reasonable accuracy.			
4. Ensured the plan is available at all times on the bridge to allow officers of the navigational watch immediate access for monitoring and reference to the details of the plan.			
5. Monitored the progress of the vessel in accordance with the voyage and passage plan.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	DMA 8660/9	Chart/Publication Correction Record Card.	Yes	No
	DMA CHART NO 1	DMA CHART NO 1	Yes	No
	DMA PUB 9	DMA PUB 9	Yes	No
	TC 4-15.51	MARINE CREWMAN'S HANDBOOK	Yes	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT.

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, NBC Protection, FM 3-11.5, CBRN Decontamination.

Prerequisite Individual Tasks :

Task Number	Title	Proponent	Status
551-88K-3515	Enforce Vessel Pre-Sail Requirements	551 - Transportation (Individual)	Approved

551-88K-3502	Monitor Unimproved Port Operations Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3708	Monitor Navigational Duties Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3504	Monitor Hazardous Cargo Operations Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3501	Monitor Fixed Port Operations Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3503	Monitor Cargo Stowage Operations Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3709	Enforce Navigational Rules Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3509	Monitor Ocean Towing Operations Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3201	Monitor Entries in Vessel Logs Onboard Class A & B Vessels.	551 - Transportation (Individual)	Approved
551-88K-3701	Record Weather Conditions Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3511	Monitor Watch Standing Procedures Onboard a Vessel	551 - Transportation (Individual)	Approved

Supporting Individual Tasks :

Task Number	Title	Proponent	Status
551-88K-2709	Maintain Vessel Nautical Charts and Publications Onboard a Class B Vessel	551 - Transportation (Individual)	Approved
551-88K-3509	Monitor Ocean Towing Operations Onboard a Vessel	551 - Transportation (Individual)	Approved
551-88K-3508	Monitor Harbor Tug Operations Onboard a Vessel	551 - Transportation (Individual)	Approved

Supported Individual Tasks : None

Supported Collective Tasks :

Task Number	Title	Proponent	Status
55-2-0042	Plan Vessel Towing Operations.	55 - Transportation (Collective)	Approved
55-2-0047	Perform Search and Rescue Operations	55 - Transportation (Collective)	Approved
55-2-0080	Provide Operational Control for Vessels	55 - Transportation (Collective)	Approved
55-2-0008	Conduct Watercraft Salvage Operations	55 - Transportation (Collective)	Approved
55-2-0008	Conduct Watercraft Salvage Operations	55 - Transportation (Collective)	Proposed
55-2-0039	Conduct Towing Operations.	55 - Transportation (Collective)	Approved

ICTL Data :

ICTL Title	Personnel Type	MOS Data
MOS 88K Watercraft Operator SL 4	Enlisted	MOS: 88K, Skill Level: SL4, Duty Pos: TFJ